

The China Mail

Established February, 1845.

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號七十月正年二十八百八千一英

HONGKONG, TUESDAY, JANUARY 17, 1882.

日八十月一十年已辛

PRICE, \$24 PER ANNUM.

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ORIENTAL BANK CORPORATION.
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PAID-UP CAPITAL.....\$1,500,000.

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At 3 months' notice 3% per annum.
" 6 " " 4% "
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GEO. O. SCOTT,
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Oriental Bank Corporation,
Hongkong, September 4, 1870.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$5,000,000 Dollars.

RESERVE FUND.....\$1,900,000 Dollars.

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T. JACKSON,
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Hongkong, August 16, 1881.

COMPTOIR DES COMPTES DE PARIS.

(Incorporated 7th & 18th March, 1845.)

RECOGNISED by the INTERNATIONAL CONVENTION of 30th APRIL, 1862.

CAPITAL FULLY PAID-UP.....\$2,200,000.

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The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking, Exchange Business.

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TO LET.

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Appt. 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 780, 791, 792, 793, 794, 795, 796, 797, 798, 799, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 790, 791, 792

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MacEWEN, FEICKEL & CO.

HAVE RECEIVED FOR SALE

CHRISTMAS STORES AND NEW AND SEASONABLE GOODS.

EX FRENCH MAIL STEAMER. MUSCATEL RAISINS.

METZ FRUIT.

ASSORTED COSAQUES.

CALLARD & BOWEN'S CONFECTIONERY. BUTTER SCOTCH.

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ROSE TOFFEE.

LEMON TOFFEE.

ROSE'S LIME JUICE CORDIAL. PLUM PUDDINGS.

PATRAS CURRANTS.

VALENCIA RAISINS.

CHRISTMAS CARDS.

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FANCY STATIONERY.

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HEIDSECK'S MONOPOLE & WHITE SEAL.

VEUVE CLICQUOT PONSARDIN.

JULES MUMM & Co., pints & quarts.

CLARETS—

CHATEAU LA ROSE, pints & quarts.

CHATEAU LAFITE,

THE GRAVES,

BREAKFAST CLARET,

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SACCOME'S OLD INVALID PORT

(1848).

HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.—

1, 2 & 3-star JENNESSY'S BRANDY.

BISSQUIT DUTOUCHE & CO. BRANDY.

FINEST OLD BOURBON WHISKY.

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&c., &c.

BASS'S ALE, bottled by CAMERON and SAUNDERS, pints and quarts.

GUINNESS'S STOUT, bottled by E. & J. BREWER, pints and quarts.

PILSENER BEER, in quarts.

DRAUGHT ALE and PORTER, by the Gallon.

ALE and PORTER, in half-heads.

EX. AMERICAN MAIL.

Fresh ROLL BUTTER.

Eastern and California CHEESE.

Bonitas CODFISH.

Prime HAMS and BACON.

Russia CAVIARE.

Eagle Brand Condensed MILK.

PEACH and APPLE BUTTER.

Pickled OX-TONGUES.

Family PIG-PORK, in kgs and pieces.

Paragon MACKEREL, in 5 lb cans.

Bon Ideal SALMON in 5 lb cans.

Cutting's Dessert FRUITS in 24 lb cans.

Assorted Canned VEGETABLES.

Potted SAUSAGE and Sausage MEAT.

Stuffed PEPPERS.

Assorted PICKLES.

MINGEAT.

COMB HONEY in Original Frames.

Richardson & Robbin's Celebrated Potted MEATS.

Richardson & Robbin's Curried OYSTERS.

Lunch TONGUE.

McCarthy's Sugar LEMONADE.

Clam CHOWDER.

Smoked SALMON.

Green TURTLE in 24 lb cans.

&c., &c.

YACHT & PICNIC SUPPLIES.

CALIFORNIA RACKER COMPANY BISCUITS in 5 lb tins, and loose.

Alphabetical BIS- CUITES.

Fancy Sweet Mixed BISCUITS.

Ginger CAKES.

Soda BISCUITS.

Oyster BISCUITS.

Cracked WHEAT.

OATMEAL.

HOMINY.

CORNMEAL.

BUCKWHEAT FLOUR.

RYE MEAL.

ESPECIALLY SELECTED CIGARS.

The New Season's CUMSHAW TEA, in 5 and 10 catty boxes.

BREAKFAST CONGOU @ 25 cents p. lb.

SHIPHANDLERY of every Description.

RIGGING and SAIL-MAKING promptly executed.

Hongkong, December 8, 1861.

Mails.



Insurances.

PRUSSIAN NATIONAL INSURANCE COMPANY, OF STETTIN.

THE Undersigned having been appointed Agents for the above Company, are prepared to Grant Insurances against FIRE at Current Rates.

Agents for the above Company, are prepared to Grant Insurances against FIRE at Current Rates.

Hongkong, May 10, 1861. 10my62

MEYER & Co.

STEAM TO YOKOHAMA VIA KOBE AND INLAND SEA.

THE S. S. TAKASAGO MARU, Capt. Young, will be despatched as above on FRIDAY, the 20th January, at 4 p.m.

Cargo received on board and Parcels at the Office up to 1 p.m. of day of sailing.

No Bill of Lading signed under \$2 Freight.

All Claims must be settled on board before delivery is taken, otherwise they will not be recognized.

RATES OF PASSAGE.

Cabin Steerage.

To KOBE, 8 60 \$15

YOKOHAMA & NAMAKI, 120 20

SHANGHAI via YOKOHAMA, 120 40

Kobe, 95 30

A REDUCTION is made on RETURN CABIN PASSENGERS.

CARGO and PASSENGERS for Nagasaki will be transported to the Shanghai Mail Steamer at Kobe.

For further Particulars, apply at the Company's OFFICES, PRAYA CENTRAL, West Corner Pottinger Street.

H. J. H. TRIPP, Agent.

Hongkong, January 12, 1862. ja20

ADAMSON, BELL & Co., Agents.

Hongkong, May 3, 1861. 3my82

YANGTSZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up) ... Ths. 420,000 00

PERMANENT RESERVE ... Ths. 230,000 00

SPECIAL RESERVE FUND ... Ths. 285,930 17

TOTAL CAPITAL and ACCUMULATIONS 2nd ... Ths. 938,936 17

April, 1861.

D. F. FORBES, Director.

W. M. BOYD, Esq., Vice-Director.

J. H. PINCKNEY, Esq., Vice-Director.

H. J. H. TRIPP, Agent.

Hongkong, May 20, 1861. 10my22

MANCHESTER FIRE INSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

THE LONDON ASSURANCE COMPANY INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE Undersigned having been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terminal conditions of the Company's Black Bills of Lading.

Passengers to England are now booked to London instead of Southampton, as heretofore.

Intending Passengers are informed that the Venetian connects at Galle with the Company's steamer Nauti, from Australia, and Badia, from Calcutta.

Until Quantitative Restrictions are removed in Egypt, the Household Steamer will sail at Haideen, en route for Gibraltar and London, or, will proceed direct via Malta as usual at the Company's option.

For Freight or Passage, apply to JARDINE, MATHESON & CO.

Hongkong, October 16, 1861.

THE LONDON VIA SUEZ CANAL.

The Steamship "Geneva," Capt. W. E. DUKE, will be despatched for the above Port on or about the 26th Instant.

For Freight or Passage, apply to JARDINE, MATHESON & CO.

Hongkong, January 17, 1862.

GIGANTIC PROGRAMME THIS NIGHT ONLY.

Dress Circle and Stalls, \$2; Pit, \$1.

Soldiers and Sailors in uniform, Half-Price to Pit.

Doors open at 8:30; Commence at 9 p.m.

Plan and Reserved Seats at KELLY & WALTERS.

Hongkong, January 17, 1862.

INTIMATIONS.

NEWS FOR HOME.

THE OVERLAND CHINA MAIL.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely printed matter.

THIS Mail Summary is compiled from the Daily CHINA MAIL, is published twice a month on the morning of the English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those Countries.

It contains Shipping news from Shanghai, Hongkong, Canton, &c., and a complete Commercial Summary.

Subscription, 50 cents per Copy (postage paid 52 cents), \$12 per annum (postage paid \$12.60).

Orders should be sent to GEO. MURRAY BAN, CHINA MAIL Office, 2, Wyndham Street, not later than noon of the day the English Mail Steamer leaves.

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NOT Responsible for Deb

poned with in our case, I was promptly informed that the necessity for such a convention was imperative; that the Imperial Government did not consider this requirement harsh or unkind; that unless there was such a convention and "protection," the most salutary laws might remain without force; and British subjects be made the objects of most inhuman treatment; that if foreign countries wished to employ large numbers of British subjects, it was only reasonable that a British representative should be present to see that the laws were enforced."

It is then pointed out by Mr. Armstrong that were any modification to be made in their favour other nations would demand like modifications; that the kind treatment now afforded to coolies, might not be continued; that the weak and ignorant Indian coolies were "wards" of the British nation; and that the settled policy of a great and powerful nation would not be changed at the request of the Hawaiian Government. The Chinese taken over all are, in the Reporter's opinion, superior to the Indian coolies. The East Indians are not an emigrating people, and though great efforts have been made to move them from the crowded parts to the sparsely settled ones, they have had but little effect; and it seems, according to the report, that owing to the difficulty felt by the tea planters of Assam in securing labourers, no growing is becoming unprofitable in many instances. In proof of this dialectic of the East Indian to emigrate and settle permanently the report says:—

"Across the Bay of Bengal is Burma, one of the very richest of the Indian dependencies. The demand there for labor is very great, and the wages high. It is so densely populated that ten millions of people could readily find support within its boundaries. But the Indian coolie, though fully protected, refused to settle there, preferring rather to cross the Bay of Bengal, labor a few months, and return to India and live at home till his money is spent. The planters in the Malay Peninsula are sorely pressed for labor in working the sugar, coffee and gambier plantations. So are the planters of Sumatra, and comparatively high wages are offered, but the demand is scarcely supplied."

Mr. Armstrong enters at length into the social condition of Hindoo coolies, their religious rites, and the status of the women who would accompany them as emigrants. He is of opinion that it would be a political blunder to initiate the growth of a people on the islands which could not hold its own against the forces pressing against it from east and west. Only those should become the basis of population who are, or may become, capable of fronting the stronger races. In view of all the facts he does not hesitate to say that the East Indians are not suitable or desirable as immigrants. The report does not speak highly of the Japanese. They are a lazy and thriftless race, and are inferior in energy to the Chinese. With great care and tact a considerable number of immigrants might be obtained. The Malays are described as having energy and thrift, and in all industries requiring these qualities they have given way to Chinese. The Maharajah of Johore, who has begun to cultivate coffee and gambier, told Mr. Armstrong that his own people were too idle and thrifless to be depended on, and he was therefore looking to China and the East Indies for labourers. The report disposes of Malay immigration thus:—"If the planters of the Malay States are looking to India and China for labourers it is idle for us to look in the same Malay States for our labourers." Portuguese seem to be the race which is looked upon with most favour as immigrants into Hawaii, but as untrained men have a long term of military service it is only those who are married who can leave freely, and the limitation upon the number of children retards their immigration. The opinion is expressed that a superior class to that now emigrating would be obtained if more freedom was allowed in making labour contracts after landing, as long contracts are unpopular. Many immigrants might be obtained from the island of St. Michael and elsewhere, but this might at any moment be put a stop to by the Portuguese Government. The report urges the Hawaiian Government to send some competent person to Portugal for the purpose of establishing permanent diplomatic relations and at the same time putting emigration on a more satisfactory basis. With regard to General European immigration Mr. Armstrong thinks it would be well nigh impossible to procure the best immigrants belonging to the best races as the United States, Canada, Australia, and South America offer to them what they desire, a homestead, and a further opinion that Hawaii will only obtain those who cannot pay their way to the countries which offer them just what they want. The report concludes by strongly recommending that great care should be taken to abuse and injure the Hawaiian people, and ultimately seriously jeopardise their rights. The report is one well worthy of perusal.

SUPREME COURT.

IN ORIGINAL JURISDICTION.
(Before the Full Court.)

Tuesday, Jan. 17.

Les Tax CHRONIC. v. DUDDELL.
Mr. T. C. Bayliss and Mr. Mackean, instructed by Messrs. Brewster and Weston, appeared for the defendant, and the Attorney General (the Hon. E. L. O'Malley) instructed by Messrs. Stephen & Holmes, appeared for the plaintiff.

The Court was engaged this forenoon in the consideration of the motion by the defendant to have a verdict entered for the defendant. Mr. Bayliss argued that the verdict of the jury did not affect the case in any material degree; as the real question was one for the Court to decide, viz., whether the documents and telegrams referred to disclosed a contract. Several cases bearing on this one were quoted. The Attorney General combated the view taken by Mr. Bayliss. Their Lordships decided to reserve their decision.

Marine Court.

(Before Captain Thomas, R.N.,
Harbour Master.)

Tuesday, January 17.

AN INDIA SHIP'S COASTING CHASED WIRE
AUGUST 20, 1881.

Oliver Armstrong, and eight others, the crew of the British ship *Hindustan*, appeared on a summons at the instance of Captain Polyes, master of the ship, charged with refusal of duty on the high seas on the 12th and 13th instant.

Captain Belves said the defendant was on the ship's account. The ship left Hong Kong for San Francisco on the morning of the 10th instant. Some of the men were shipped to Liverpool, one in Bombay (seaway freighted), the remainder in Hong Kong. On the date of leaving there was fine weather, with a fair swell all day till the heat night. (Ship's log put

in which showed an entry on the 11th of 2 feet 10 inches of water in the well.) The ship was pumped out that night, but not dry. She was pumped dry next day, when the crew were kept at the pumps nearly all day, and the watch kept her free afterwards. At eight o'clock—that morning the defendant came aft and demanded that the ship be put back as she was making too much water. The men did not betray any mutinous spirit. One of them said he had been told there had been holes bored in the ship, and it was expected she would be a coffin for them if she was kept on her passage. Witness told them he did not know there had been anything of that sort going on; she had been laid up in harbour so long that her sides had perhaps dried out a good deal, and if they would give him a fair trial for two or three days it would then be seen whether holes had been bored in her, or whether she would take up again. They all concurred in this, and they worked well till the 14th. On the 12th all hands were at the pumps for four hours, and the water in the forward hold, and through the rest of the day. After the ship had been pumped out the watch was able to get her clear. On the 13th the watch only were at the pump. The ship on the 13th was under topgallant, and there was a high sea. Search was made by witness and went about an inch in. The hole was not quite full and a search was made from ten to twelve feet abeam the forecastle right forward, and right down to the level of the top of the keelson. He had made this search and no other hole had been found. During the voyage to Hong Kong more of the hold could have been seen as there was not so much cargo on board.

His Worship, addressing Captain Belves, said that he did not consider the men had been guilty of refusal of duty in requesting him to return to port. The vessel was leaking heavily, and by his own evidence the leak was still going on since her arrival in harbour. Whether the Captain had used sufficiently persuasive means or not to induce the men to proceed was another thing. They had not refused to work. The ship was docked and refitted here, and the copper repaired. It had only been on six months. The ship made no water when loading till within a week before leaving, when she made a little. The draft of water on leaving Bombay was 15ft. 6in., even keel, and on arrival here 15ft. 5in. Leaving here it was 15ft. 5in. The water made while in harbour was very trifling and she was only pumped out three times during the week. On the morning of the 14th the ship was put back, or that she should be run down to Singapore or nearest port. Witness told them he would not run to leeward (to Singapore), but if they would persist in going to some port, and if they would work the ship to windward, he would try to get back to Hongkong again. They said they would work the ship back, but would not go on the voyage. They then went to work, wearing the ship and pumping. There was too much sea on to sail. The day after leaving Hongkong, there were stowaways found on board, and they helped to work the ship along with the crew. Nothing more was known of the holes in the ship than what he had been told. One was discovered about eight inches deep and another had been started close by, about half an inch, and of the same diameter. The last hole was quite clear. It had been bored with a screw auger and the screw had been turned out. The man Gibson, who gave the information about the holes, had been a shipmate before with some of the old hands. Ryan, one of the men who joined at Liverpool, Gibson and Erricksen were called off. Ryan said he had been told by one of the crew (Thornton), who had been discharged, that the ship would be a coffin to them; he was riddled, and he had better not go in her. Thornton had gone home in the *Star of India*. He said she had been bored with an auger. Erricksen said he knew there had been holes bored in the ship. When asked by witness why he had not reported that before leaving port, he seemed rather frightened and gave an evasive answer. He replied that he thought the holes would not amount to anything. On being asked if he knew where the holes were he told witness he did. He said one was in the bow port and another was abreast of the fore hatch. He was then sent down to find them and have them plugged up. At this time the carpenter and mates were still hunting for them. Witness did not go with him as he remained in charge of the deck. The others did, not seem to know anything about it, and they were not specially examined by witness. The new men on board seemed to know as much, if not more, than the men of the original crew. Myler had also been examined and said that he and Gibson had been shipmates, before joining the *Hindustan*, with a man named Daniels, who had been shipped at Bombay but was discharged here. Daniels had told them that they, he and others, had bored the ship in three or four places, and that the cook, now a policeman at Kowloon (Charles Ackers) was down to the Naval Yard Police.

Examination continued. The anger had been taken from the carpenter's shop, and it was known at the time that the anger was missing. Myler said that though it had been said the ship was bored, he thought that was rectified while she was in dock or he would not have joined her. He only knew of the holes from what he had been told. Witness had other conversations with the men on the subject, but could get nothing substantial. It was all hearsay, and he could not charge any one of them with the matter. None of the defendants had any question to put to the Captain.

Erricksen said they did not refuse duty. They only went to the skipper and asked him to put back to Hongkong as the ship was making too much water. The pumps were not good enough to keep the ship free of water.

The Captain—The old pumps were condemned and new pumps, Adair's patent, put into her. They were supplied from home.

Erricksen said he thought the old ones were better than the new, as the latter got shocked and could throw no water.

The men here all said, in reply to the Magistrate, that if the ship was made watertight they would have no objection to a cabin on the 16th instant.

P.C. Mahomed Jan, saw defendant leaving a stall in the Central Market with the cabbage in his possession, and on asking him how he came by it he threw it down and ran away. On this suspicious behaviour the constable arrested him.

Defendant said a man living in a boat gave it to him.

Fined 25s. in default six weeks imprisonment with hard labour.

A VIOLENT PRISONER.

Chung Awong, a chair cooler, was charged with stealing a parcel containing a cloth jacket, value \$7.50, from Yau Loi coolie. Yau Loi, the complainant, said he went for the jacket produced to a friend's house with the parcel under his arm, defendant came from behind, snatched it and ran off. Witness followed, and while running the defendant threw down the bundle, but picking it up witness still ran on, until he saw him stopped by a sergeant.

George Hennessy, P.S., said while on duty in Hollywood Road near the Man Mo Temple, he met defendant running, followed by the complainant. Defendant dodged him, but giving chase he succeeded in catching him. He struggled hard and tripped witness, but was ultimately convicted by the station.

Defendant said he only came to Hongkong a few days ago and seeing some other people running he ran too. He knew nothing about the matter.

He was sentenced to six months' imprisonment with hard labour.

EXPENSIVE VEGETABLES.

Leong A Ng, a boatman, was charged with being in unlawful possession of a head of cabbage on the 16th instant.

P.C. Mahomed Jan, saw defendant leaving a stall in the Central Market with the cabbage in his possession, and on asking him how he came by it he threw it down and ran away.

Doherty, the second defendant, said that on the 12th when they first spoke to the Captain they did not refuse duty. They only thought she was not safe. When they met again on the 13th they thought he had been long enough at sea to take up, after having been in dock.

The seventh defendant, Nicholson, said he would have refused duty if the Captain had not put back, as he could not stand pumping night and day from here to San Francisco.

Ryan, the eighth defendant, also said he should have refused duty if the Captain had persisted in going on.

The remainder of the men being separately questioned, each of them denied having refused duty. Some of them were willing to proceed on the voyage. If the Captain had so determined; others would have refused duty if he had determined to go on as the ship was making more water than they could have kept her clear of.

Captain Polyes, re-examined, said that at one o'clock on the 14th after he had worked his men sight, he called every one after officer, and every body—and asked the men if they still persisted in demanding that the ship be put back. Some of

this answered, yes. He did not want this answer, but every one to speak for himself. He then called on each man who wanted the ship put back to stand on one side, and each and every one stepped over. The officers and carpenters did not go over but stood with him. He consulted with the officers and the carpenter in the cabin afterwards.

To the Court. He had been in the ship for over seven years and always found the ship leak on leaving harbour, but took up afterwards. She still leaked, and was not making over an inch an hour, lying still.

Mr. George S. Webb, the second mate, said he remembered being down below looking for auger holes said to have been bored in the ship. Erricksen came down to look for them also. He said he knew where they were, but on looking for them he could not find them. He said he had seen them before, and after a further search he pointed to an old treenail hole and said that was what he had seen. The treenail was in the forward hold, and through a hair streak. No water was coming through it. It was about six inches deep. There was another alongside it made by a screw auger. It had only been just started, and the carpenter below, and a clean-bored 7-inch auger hole was found in the starboard lower bow port, below the water line. There was no water coming in there. The carpenter and the two mates could not find any other hole although they were told there were other holes bored. The ship arrived in Hongkong, dismasted from the effect of a typhoon, on the 11th September. She made no water to speak of at that time, and after coming into port none at all. There were 1,000 tons of cargo on board then, and now there were 2,617 tons. The ship was not nearly full. Her registered tonnage is 1,547 tons. The ship was leaking heavily, and by his own evidence the leak was still going on since her arrival in harbour. Whether the Captain had used sufficiently persuasive means or not to induce the men to proceed was another thing. They had not refused to work. The ship was broken, and refitted here, and the copper repaired. It had only been on six months. The ship made no water when loading till within a week before leaving, when she made a little. The draft of water on leaving Bombay was 15ft. 6in., even keel, and on arrival here 15ft. 5in. The water made while in harbour was very trifling and she was only pumped out three times during the week. On the morning of the 14th the ship was put back, or that she should be run down to Singapore or nearest port: witness told them he would not run to leeward (to Singapore), but if they would persist in going to some port, and if they would work the ship to windward, he would try to get back to Hongkong again. They said they would work the ship back, but would not go on the voyage. They then went to work, wearing the ship and pumping. There was too much sea on to sail. The day after leaving Hongkong, there were stowaways found on board, and they helped to work the ship along with the crew. Nothing more was known of the holes in the ship than what he had been told. One was discovered about eight inches deep and another had been started close by, about half an inch, and of the same diameter. The last hole was quite clear. It had been bored with a screw auger and the screw had been turned out. The man Gibson, who gave the information about the holes, had been a shipmate before with some of the old hands. Ryan, one of the men who joined at Liverpool, Gibson and Erricksen were called off. Ryan said he had been told by one of the crew (Thornton), who had been discharged, that the ship would be a coffin to them; he was riddled, and he had better not go in her. Thornton had gone home in the *Star of India*. He said she had been bored with an auger. Erricksen said he knew there had been holes bored in the ship. When asked by witness why he had not reported that before leaving port, he seemed rather frightened and gave an evasive answer. He replied that he thought the holes would not amount to anything. On being asked if he knew where the holes were he told witness he did. He said one was in the bow port and another was abreast of the fore hatch. He was then sent down to find them and have them plugged up. At this time the carpenter and mates were still hunting for them. Witness did not go with him as he remained in charge of the deck. The others did, not seem to know anything about it, and they were not specially examined by witness. The new men on board seemed to know as much, if not more, than the men of the original crew. Myler had also been examined and said that he and Gibson had been shipmates, before joining the *Hindustan*, with a man named Daniels, who had been shipped at Bombay but was discharged here. Daniels had told them that they, he and others, had bored the ship in three or four places, and that the cook, now a policeman at Kowloon (Charles Ackers) was down to the Naval Yard Police.

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Captain Polyes, re-examined, said that at one o'clock on the 14th after he had worked his men sight, he called every one after officer, and every body—and asked the men if they still persisted in demanding that the ship be put back.

Defendant said he got the things from his father on the 12th Dec., but he did not wish his father to be sent for.

Convicted of unlawful possession and fined £10, in default three months' imprisonment with hard labour.

The British ship *Mohareh* (1), 1,332 tons, Captain W. J. Dunbar, with coal arrived at Manila on the 29th January, from Cardiff via Isabela de Basan.

KIDNAPPI NG.

Chan Ayung, a widow, belonging to Canton, was charged with the unlawful detention of Yung Aeo, for the purpose of emigration.

Yung Aeo, said she was the wife of Lam Ating, a trader in Fukien, and had come to join him there. Arrived there in October last year, and had been ill ever since. She had heard that he had left for Canton, but on reaching Fatsi, where she had gone in a junk, she found he was not there either. She then went to a boarding house in Canton, where she remained two days, but getting ill again in a strange place, she took her confidante with her to a hospital in Canton, where she was treated with great care, and recovered.

To the Court. He had been in the ship for over seven years and always found the ship leak on leaving harbour, but took up afterwards. She still leaked, and was not making over an inch an hour, lying still.

Mr. George S. Webb, the second mate, said he remembered being down below looking for auger holes said to have been bored in the ship. Erricksen came down to look for them also. He said he knew where they were, but on looking for them he could not find them. He said he had seen them before, and after a further search he pointed to an old treenail hole and said that was what he had seen. The treenail was in the forward hold, and through a hair streak. No water was coming through it. It was about six inches deep. There was another alongside it made by a screw auger. It had only been just started, and the carpenter below, and a clean-bored 7-inch auger hole was found in the starboard lower bow port, below the water line. There was no water coming in there. The carpenter and the two mates could not find any other hole although they were told there were other holes bored. The ship arrived in Hongkong, dismasted from the effect of a typhoon, on the 11th September. She made no water to speak of at that time, and after coming into port none at all. There were 1,000 tons of cargo on board then, and now there were 2,617 tons. The ship was leaking heavily, and by his own evidence the leak was still going on since her arrival in harbour. Whether the Captain had used sufficiently persuasive means or not to induce the men to proceed was another thing. They had not refused to work. The ship was broken, and refitted here, and the copper repaired. It had only been on six months. The ship made no water when loading till within a week before leaving, when she made a little. The draft of water on leaving Bombay was 15ft. 6in., even keel, and on arrival here 15ft. 5in. The water made while in harbour was very trifling and she was only pumped out three times during the week. On the morning of the 14th the ship was

Intimations.

THE CHINA REVIEW.

The widely-expressed regret at the discontinuance of *Notes and Queries* on China and Japan, has induced the publishers of this journal to issue a publication similar in object and style, but slightly modified in certain details.

The *CHINA REVIEW*, or *Notes and Queries on the Far East*, is issued at intervals of two months, each number containing about 60 octavo pages, occasionally illustrated with lithographs, photographs, woodcuts, &c., should the paper publish demand, and the circulation justify, such extra matter.

The subscription is fixed at \$6.50 postage paid in annual, payable by non-residents in Hongkong half-yearly in advance.

The publication includes papers original and selected from the Arts and Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Manuscripts and Curios, Natural History, Religion, &c., &c., of China, Japan, Mongolia, Tibet, the Eastern Archipelago and the "Far East" generally. A more detailed list of subjects upon which contributions are especially invited is incorporated with each number.

Original contributions in Chinese, Latin, French, German, Spanish, Italian or Portuguese, are admissible. Endeavours are made to present a résumé in each number of the contents of the most recent works bearing on Chinese matters. Great attention is also paid to the Review department.

Notes and Replies are classified together as "Notes" (head references being given, when furnished, to previous Notes or Queries), as are also those queries which though asking for information, furnish new or unpublished details concerning the matter in hand. It is desirable to make the Queries as brief and as much to the point as possible.

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Visitors' Column.

We have instituted as an experiment a VISITORS' COLUMN, which we trust will prove successful, and be found useful. To it will be relegated from time to time such items of information, facts, tables and other intelligence as is considered likely to prove valuable to persons passing through the City, and in connection with which we have opened a SELECT HOTEL AND BUSINESS DIRECTORY, applications for enrollment into which we are now ready to receive.

List of Public Buildings.

Government House, North of Public Gardens, City Hall, Library (8,000 volumes) and Museum, free. Public Gardens, a beautifully picturesque retreat and of great interest.

The Clock Tower, Queen's Road Central, in a line with Peader's Wharf.

General Post Office, Hongkong Club, German Club, Supreme Court, &c., within a stone's throw.

Lusitano Club and Library, Shelley St.

Government Offices, the Secretariat, &c., near the Public Gardens.

St. John's Cathedral (Anglican), above the Parade Ground.

Roman Catholic Cathedral, Wellington Street.

Union Church, Elgin Street.

St. Peter's Seamen's Church, West Point.

St. Joseph's (R.C.) Church, Garden Road, near Kennedy Road.

Temperance Hall, specially adapted for sea-faring men, Queen's Road East.

Sailors' Home, West Point.

E. A. and China Telegraph Co., and the Great Northern Telegraph Co., Marine House, Queen's Road.

Masonic Hall, Zetland Street.

Victoria Recreation Club—Bath-house and Boat-house, &c.—Pray beyond the Cricket Ground, beside the City Hall.

The Barracks and Naval and Military Store Departments lie to the eastward, and cover a large area.

Stores, Books, &c.

American and English Stores, Books, and specially selected Cigars.—MAC-EWEN, FRICKEL & CO.

Chair and Boat Hire.

REGULATED TARIFF OF FEES FOR CHAIRS, CHAIR PARCELS AND BOATS, IN THE COLONY OF HONGKONG.

Chairs and Ordinary Palliasses. Boats. Half hour, 10 cts. Hour, ... 20 cts. Three hours, 50 cts. Six hours, 70 cts. Day (from 6 to 6), One Dollar.

TO VICTORIA PEAK. Single Trip.

Four Coolies, ... \$1.00 Three Coolies,85 Two Coolies,70 Return (direct or by Pok-foo-jum).

Four Coolies, ... \$1.50 Three Coolies, ... 1.20 Two Coolies, ... 1.00

TO VICTORIA GAP (TO LEVEL OF UMBRELLA SEAT). Single Trip.

Four Coolies, ... \$0.60 Three Coolies,50 Two Coolies,40

Return (direct or by Pok-foo-jum).

Four Coolies, ... \$1.00 Three Coolies,85 Two Coolies,70

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip to Peak, ... \$0.75 each Coolie (12 hours). Night, ... \$0.60 each Coolie.

Licensed Bearers (each). Hour, ... 10 cents. Half day, ... 35 cents. Day,50 cents.

BOAT AND COOKEE HIRE.

BOATS. 1st Class Cargo Boat of 8 or 900 piculs, per Day, ... \$3.00

1st Class Cargo Boat of 8 or 900 piculs, per Load, ... 2.00

2nd Class Cargo Boat of 600 piculs, per Day, ... 2.50

2nd Class Cargo Boat of 600 piculs, per Load, ... 1.75

3rd Class Cargo Boat or Ha-kan Boat of 300 piculs, per Day, ... 1.50

3rd Class Cargo Boat or Ha-kan Boat of 300 piculs, per Load, ... 1.00

3rd Class Cargo Boat or Ha-kan Boat of 300 piculs, Half Day, ... 50

Sampan, or Pullaway Boats, per Day, ... \$1.00

One Hour, ... 20

Half-an-Hour, ... 10

After 6 P.M., ... 10 cents extra.

Nothing in this Scale prevents private agreements.

STREET COOLIES.

Scale of Hire for Street Coolies.

One Day, ... \$3.00

Half Day, ... 20

Three Hours, ... 12

One Hour, ... 5

Half Hour, ... 3

Nothing in the above Scale to affect private agreements.

WASHING BOOKS.

(In English and Chinese.)

WASHINGMAN'S BOOKS, for the use

of Ladies and Gentlemen, can now

be had at this Office.—Price, \$1 each.

CHINA MAIL OFFICE.

NOTICE TO SHIPPERS.

Colonial Newspapers received at the office are regularly filed for the inspection of Advertisers and the public.

SHARE LIST—QUOTATIONS. JAN. 17, 1882.

Stocks	No. of Shares	Value	Paid up.	Reserve	Working Account	Last Dividends	Closing Quotations	Cash
BANKS.								
H.K. and Shai. Bank	40,000	\$ 125	\$ 125	\$ 1,000,000	\$ 3,734.00	\$0	+118 1/2 prem.	
INSURANCES.								
Nth. China Ins. Co.	1,000	\$ 1,000	\$ 1,000	\$ 1,600	\$ 1,251.00	\$1.75	\$1.75	sh. ash.
Vangtang Ins. Co.	1,200	\$ 1,000	\$ 350	\$ 1,350	\$ 1,000	\$ 488.18	\$18.447.56	12 1/2
Union Ins. Soc.	500	\$ 2,500	\$ 500	\$ 3	\$ 21,737.8	\$ 478,688.88	\$144.275	\$1,600
China Traders' Insurance Co.	600	\$ 1,650	\$ 600	\$ 500	\$ 475,000	\$ 91,028.49	20%	\$1,650
Cton Ins. Office	10,000	\$ 250	\$ 250	\$ 50	\$ 1,000	\$ 1,000	\$ 80 per share	
Chinese Fire Ins. Co.	1,500	\$ 1,000	\$ 200	\$ 8	\$ 100,378.8	\$ 42,869.79	62%	\$285 ex div.
H.K. Fire Ins. Co.	2,000	\$ 1,000	\$ 200	\$ 8	\$ 701,842.8	\$ 226,847.81	\$71	\$1,650
China Fire Ins.	4,000	\$ 500	\$ 100	\$ 8	\$ 433,984.8	\$ 103,020.68	18%	\$290
STEAM-PANIES.								
H.K. C. & M. Steamboat.	8,000	\$ 100	\$ 75	\$ 8	\$ 110,000	\$ 60	+26 prem.	
China Coast S.								
Navigation	5,000	\$ 100	\$ 100	\$ 8	\$ 78,032	\$ 31,474.04	16%	\$
MUSICAL INSTRUMENTS.								
H.K. & Wh. Org. Deck	10,000	\$ 125	\$ 125	\$ 8	\$ 80,000	\$ 1,480.20	4%	+40 1/2 prem.
H.K. and China Gas Co.	5,000	\$ 100	\$ 100	\$ 8	\$ 7,489	\$ 21	\$ 100 p. share	
H.K. Hotel.	2,000	\$ 100	\$ 100	\$ 8	\$ 1,000	\$ 1,000		
China Sugar Co.	6,000	\$ 100	\$ 100	\$ 8	\$ 1,000	\$ 1,000		
H.K. Ice Co.	1,250	\$ 100	\$ 100	\$ 8	\$ 1,000	\$ 1,000		
H.K. Biscuitery	1,200	\$ 50	\$ 50	\$ 8	\$ 3,161	\$ 85	\$ 850	"
LOANS.								
Interest.								
Chi. Imp., 1874	6,276	\$ 100	\$ 100	\$ 8	\$ 6	June 30 Dec 31		
"	1877	16,040	\$ 100	\$ 100	\$ 8	Feb. 28 Apr. 31		
"	1878	3,893	\$ 100	\$ 100	\$ 8	April & Oct.		
"	1881	8,565	\$ 100	\$ 100	\$ 8	June & Dec.	3%	prem.
Sugar Debentures, 1880...	600	\$ 300,000	\$ 100	\$ 8	\$ 8	June & Dec.	3%	prem.

For half-year ended 30th June, 1881.

EDWARD GEORGE,
Share Broker.

For 30th April, 1881.

For year 1880.

EDWARD GEORGE,
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